

[031] Fig. 4 is a general cross-section view of the lane showing by means of dotted lines the lead train of the guided vehicle with its guidance assembly inclined in support on the guide rail; [[and]]

[032] Fig. 5 is a schematic perspective view of a segment of length of the lane shown from a certain distance the deformation of the protection and watertightness joint between the two guidance semi-rails; and

Fig. 6 is a schematic perspective view of a portion of a lower support section of the ground level collection device.

[072] More precisely, the conformation (shape) of the rail 32 consists of the external side of a linear ridge formed by a rolling track 39, on the load-bearing surface of which rolls one of the two guide rollers 40 and 41 (figures 1, 3 and 4) of the vehicle's guidance assembly 42, this track being flared downward by an inclined ramp 43, and on the other side by a flat, horizontal edge 44. On the inside, the conformation is particular. It consists of a flat, horizontal abutment edge 45, followed by a perpendicular edge which creates a middle reception throat 46. This conformation constitutes the receiving surface for an inter-rail linear composite water-tight joint 47, which constitutes in this variation, the permanent ground-level cover 28. This composite joint 47 is divided into two identical and symmetrical horizontal joints 48 and 49 that can be raised by the passage of the collection blade 10 as represented in Fig. 1. The two joints 48 and 49 are immobilized flat at rest, edge to edge and right up against the flat, horizontal abutment edge 45 of the head 37 of the corresponding semi-rail 29 or 30, as represented in Fig. 2. each joint 48 or 49 has a hollow, tubular volume in the proximity of the opposite edges to give it a certain level of flexibility to deformation. The opposite edge consists of a longitudinal tongue 50 and an upper lip 51 as represented in Figs. 1 and 2. The longitudinal tongue 50 occupies the middle reception throat 46 of the corresponding semi-rail 29 or 30 and the upper lip 51 bearing down on the upper flat horizontal edge of the corresponding semi-rail 29 or 30. This association of shapes which are combined with the elasticity of joint 48 or 49 constitutes the functional equivalent of an articulation enabling each joint 48 or 49 to raise locally on passage of the collection blade 10 by turning on the deformation of each joint at the level of its tab 50 and its longitudinal lip 51 in proximity to the blade 10 as represented in Fig. 1, and closing up again behind the blade due to the effect of elastic recall.

Fig. 3 diagrammatically shows a means 60 for raising the blade 10 and a means for electrically connecting the blade 10 to the vehicle's electrical feed circuit 62. Figs. 2 and 6 shows the holding fixture 24 is provided along its entire length with an elastic recall return 25 or a series of separate recall returns 52 for urging the holding fixture 24 towards its adjacent counterpart by elastic compression engendering locally an elastic recall force to urge the holding fixture 23, 24 together after lateral compression.

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